

Intimations.

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FLOWER AND VEGETABLE SEEDS

ARE NOW READY.

Flower Parcels of 50 Packets, price, \$10.00

Vegetable " of 45 " 7.53

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SPECIAL FLORIST'S SEEDS.

In Packets of six or more named varieties,

CLOVE, PINKS—PANSIES—PHLOX—

HOLLYHOCKS—PORTULACA, VERBENA

and PETUNIA.

MIGNONETTE MACHEL

(The New Variety).

Priced Catalogue on application.

THE HONGKONG DISPENSARY,

HONGKONG, 31st August, 1888.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 23, 1888.

This expenditure for what are termed

Extraordinary Public Works for the year

1889 is placed at the high figure of \$637,626,

which amount, it is assumed, will be

defrayed from the credit balances of the

ordinary revenue returns and from the

premiums on the sales of Government lands.

The more important of these intended

improvements are—new Water mains

which are estimated to cost \$60,000; a

new Central Market at an outlay of

\$70,000; Police stations at Aberdeen,

Quarry Bay, and Kennedy Town, \$37,000;

Hospital quarters for nurses and staff,

\$30,000; Epidemic Hospital \$30,000; five

new District schools, \$25,000; twelve

Public latrines, \$40,000; a filter bed for

Pokfulam reservoir, \$35,000; slaughter

houses at Sulphur Channel and Kowloon,

\$38,000; instalment of cost of Gap Rock

lighthouse \$30,000; and works connected

with the drainage system of the city,

which during the year are expected to

cost \$100,000. To none of these public

works, excepting perhaps the drainage

on the separate system, which is estimated

to cost altogether \$363,000, can objection

be fairly taken. The majority of these

contemplated improvements are absolutely

necessary for the health and welfare of

the community, and the Governor is to be

strongly commended for so energetically

pushing them forward. We further

applaud His Excellency's evident intention

of providing ample funds for necessary

public works by the sale of Crown

lands on an extensive scale. On another

occasion we will deal with this

subject at length, but meanwhile would

strongly urge Sir WILLIAM DES VŒUX

to offer the public every possible facility

to obtain building sites on favorable

conditions, as the operations of the land-

grabbing fraternity have made the charges

for house rents in the colony a grievous

burden, which few are able to bear.

There are, however, other public works

of considerable magnitude. In addition to

those quoted above which have the

Governor's support. Amongst these are

a new Harbour Office and a new Gaol

—the latter to cost \$420,000. We cannot

see the slightest necessity for a new gaol,

and consider that the introduction of the

expensive separate system amongst the

Chinese prisoners would be nothing less

than childish folly. All the pet theories

of European prison reformers vanish into

space when applied to the rascaldom of

Kwangtung. The best policy of dealing

with the scum from Canton who crowd

our prison, mostly for petty larcenies

and other comparatively venial crimes,

would be to sentence them to short terms

and then deport them. The separate

system has a reformatory tendency no

doubt, but surely it is not incumbent

on this colony to commence business as philan-

thropic reformers of purely Chinese

criminals. The four hundred thousand

dollars required for this proposed new gaol

can be very much more advantageously

expended for the public benefit. The new

Supreme Court house is urgently needed,

and no better site than that now occupied

by the North Barracks could possibly have

been selected; but with all respect for

His Excellency's better judgment, we

think that it would be unwise to change the

present location of the General Post Office.

It is in the centre of the city, offering

many advantages and conveniences to the

community which cannot be found at the

North Barracks. With the proposed

reclamation projects every well-wisher of

the colony must heartily agree, and the

sooner they are under way the better will

it be for all concerned.

There are several other important

proposals mooted in His Excellency's

message to the Legislative Council which

we propose dealing with later on. At

present we can safely congratulate the

colony that the disgraceful era of stagna-

tion which throughout marked the régime of Governor Bowen has passed away, and that the works of progress so greatly needed, will, in reliable and capable hands, be carried into effect without further vexatious delay.

TELEGRAMS.

(Reuter.)

STRIKE OF COLLIERIES IN ENGLAND.

LONDON, October 21st.

A general strike of colliers has taken place throughout England.

THE GERMAN EMPEROR.

The Emperor of Germany has started for Berlin and it is said has left a good impression upon the Italian people.

(From Straits Times.)

THE EMPEROR WILLIAM AND THE POPE.

ROME, October 13th.

The Emperor William visited the Pope, who received him in state surrounded by his court and seated him by his side.

After the official reception the Emperor had a private interview with the Pope, and was conducted over the Vatican galleries and St. Peter's, returning afterwards to the Quirinal.

GERMANY AND ITALY.

A grand banquet has been given to the Emperor William at the Quirinal. King Humbert proposed the health of the Emperor in the warmest terms.

In replying to the toast, the Emperor recalled how Italy and Germany were united in battle, and drank to the King of Italy and his valiant army.

Count Crispien and Prince Bismarck have exchanged telegrams, dwelling on the value of friendship between the two countries.

CONSPIRACY IN JAVA.

BATAVIA, October 14th.

A conspiracy has been discovered in the residence Soerakarta, near the boundary of the residency Madioen. Forty-two of the ringleaders have been arrested and 11 who would not surrender, were shot. The disturbances are now completely suppressed.

LOCAL AND GENERAL.

We are informed by the agents (Messrs. Jardine, Matheson & Co.) that the "Glen" liner *Glenloch*, from New York, left Singapore yesterday for this port.OUR Amoy correspondent hears that H.M.S. *Zinn* has been ordered to Taiwan to protect the foreigners at that port in the event of the expected rising.

THE total value of the Japanese trade in July last was yen 8,799,911,320, of which yen 4,775,158,860 represented the exports, and yen 4,024,752,460 the imports.

AT the Supreme Court to-day Mr. Francis applied that judgment might be entered for the defendant in the appeal case, reported yesterday.—The Attorney-General not opposing, his Lordship entered judgment accordingly, with costs of the special jury.

MANILA papers to hand by the steamship *Diamant* report a sensational relieve granted at the eleventh hour by the Governor-General of the Philippine Islands to a criminal named Alim, who had been sentenced to death. The culprit was about to undergo his sentence when an aide-de-camp of the Governor's arrived at the foot of the scaffold and intimated the unexpected pardon.SAYS the *Chinese Times*:—There are two persons in Peking, one under the protection of the German and the other of the French Legation, but they appear to leave something to be desired, and the question is often asked why some more pioneers of commerce do not occupy this field. Of course Peking is by treaty closed to foreign trade, but a very large trade is done nevertheless, not only in foreign imported articles but in Chinese manufactures, such as porcelain, cloisonné, embroideries, &c., the export of which amounts to several hundreds of thousands of taels annually, and agents come from the great houses in Paris and New York, possibly London also, expressly to make purchases of works of art. Time was when some Foreign Ministers, *plus royalistes que le Roi*, would oppose with fury any of their nationals attempting to establish business relations in the capital. Experience brings wisdom, and it is probable that the Ministers would now be at least passive, and leave objections to the initiative of the Chinese.AN Agricultural School has been created in Manila, under the auspices of the Spanish Government. Judging by the comprehensive and practical programme of studies which is its basis, we think the Chinese Government would derive immense advantages by introducing similar institutions throughout its vast territory, particularly in Southern China. The substitution of the primitive methods of tilling the ground, which are still adopted by Chinese husbandmen and land-owners, by the improved scientific systems, and the training of a generation or two of Chinese youths in well-appointed Agricultural institutions would entirely revolutionise rural life and prospects in China, and create unheard-of sources of wealth. We call from the Manila *Comercio* the following programme of the proposed Agricultural School in the Philippines:—The object of the institution is to impart a theoretical and practical knowledge with a view to train expert agriculturists and country overseers, to promote by means of experiment and observation the agricultural advancement of the Philippines. The training occupies three years; the subject matter taught in the first year comprises Notions of Agronomy, Mathematical problems, Topography, and Topographic drawing. In the second year the following subjects are taught:—Special cultivation, cattle breeding and feeding, Agricultural arts, practical cultivations and agricultural machinery, construction and management of machinery, Rural Economy, Agricultural accounting and legislation, General practice of cultivations, cattle rearing and rural industries, and perspective drawing are taught. The preliminary qualifications required for admission into the Agricultural School are:—Arithmetic, Algebra, and elementary Geometry, Rectilinear Trigonometry, Elements of Natural History, Topography, Elements of Agriculture, Final and topographic drawing, Elementary Physics and Chemistry.—Let us for one moment imagine such a course of studies introduced *all over China*, placed under Government supervision, and presided over by competent European teachers, and we have a wave of progress and advancement set rolling over the sluggish country.

A MARINE Court will assemble at the Harbour Office to-morrow, the 24th inst., at 10.30 a.m., to enquire into the circumstances connected with the death of Wilkins, A.B., of the steamship *Chateau*.

CAPTAIN Peterson, of the German steamer *Tartarus*, on arriving at Singapore from Hongkong on Saturday the 13th inst., with 473 Chinese passengers, reported that three of his passengers jumped overboard and seven swam ashore while his vessel was off Green Island.

SCENE—in the neighbourhood of the Roman Catholic Cathedral on the night of the Pope's Jubilee.

Globe-trotter to Lusitania, masher—"What is this illumination for?"

Masher—"His Holiness' Jubilee."

Globe-trotter—"Is the Pope coming to Hongkong?"

Masher—"No, this is to celebrate his coming of age."

The Globe-trotter collapses.

At the Police Court this morning two Chinese employed in the Post Office were charged with stealing a bill of exchange, value \$400. The bill was sent in an ordinary letter, directed to the Yee Hing Wo, Wing Lok Street, which was asked for by, and delivered to, an unknown person, although, it is said, the messenger of Yee Hing Wo was known to the distributor.

It afterwards wandered through two branch post offices, and was at length delivered to the addressee by one of the prisoners. The master, however, noticing that the corner was torn, detained the postman, and when the bill was missed, gave him into custody. The other man was alleged to have been concerned in the affair. The bill had in the meantime been cashed at the Hongkong and Shanghai Bank.—The case was remanded.

The affiliation of the Hongkong Public Schools with the London University, an event heralded by the examinations for the degree of B. A., which are at present going on under the auspices of the Inspector General of Schools, has been held to mark a new epoch in the history of our educational institutions. While acknowledging the advantages to be derived from the opportunities of acquiring University degrees in this far distant dependency of the British Empire, we hardly think the movement is such a boon as our evening contemporary tries to make out. University qualifications are very good where they may be very useful. In this essentially commercial colony of ours advancement and preferment in the remunerative professions are generally to be obtained by mercantile sagacity, by good connections, and by capital. *Les carrières ouvertes aux talents* are not with slight exceptions, to be found here, as they can be at home and all over Europe. A University degree, or ten such degrees appended to one's name, will not guarantee him his daily bread or ensure success in his undertakings in this part of the world. Scholastic honours may prove a sufficient incentive to the rising generation of the colony, but their validity or utility to their possessors in the near future are, in our opinion, rather problematical. It will hardly be contested that all our youths, or even the majority of them, cannot profit by their University degrees at home; the majority of them will naturally follow in the footsteps of their nearest relatives, who are engaged in commercial pursuits in the Far East. A small minority may eventually seek for employment at home, and to these alone, University qualifications may become useful, although we cannot guess in what direction. The colony at large will never materially benefit by the affiliation movement now set on foot. What is wanted here is a system of education that will transform our rising generation into a men of business, whether they follow a commercial career or go in for one of the so-called professions, and mining, which will be offered by vast Cathay, when its gates are thoroughly opened to European enterprise, will demand experienced and able men, not merely men able to put the letters B. A. after their names. If Hongkong with its Colleges and public schools does not supply this demand but sends out instead a succession of university men to cultivate the resources of China and Japan, then it will be all the worse for Hongkong and its future prospects. When we shall come to a practical understanding of the necessity of altering our systems of tuition to suit the time and the time and of the place we live in, then we can safely say that a movement has been started which marks an important epoch in the history of our educational progress.

The first instalment of Subscription griffins for the Hongkong Race Meeting of 1889 arrived from Shanghai yesterday and were drawn for at Kennedy's Horse Repository this afternoon in the presence of a fair sprinkling of local "sports."

The ponies, 12 in number, may be described as an all round level lot, and at all events so far as appearances go, quite up to the usual standard.

No. 1, a very lengthy iron grey, was drawn for Mr. J. H. Humphreys, and although this racer's colour is not in his favor, he is quite likely to carry the popular 'blue and white sleeves' prize, especially in short races.

Mr. E. L. Woodin, whose success in past years with his Subscription griffins has been almost phenomenal, had No 2 set aside for him—a cleverly shaped dapple grey, with capital racing points, but a trifle on the small side. This pony is certain to gallop, and so will No 3, a shaggy white or grey, with all the characteristics of a high class racer, should make a bold show in the historical yellow jacket of the MacNoddie.

Albeit as poor as a crow, there is a good deal to admire in Mr. H. Lightwood's one of the Tajmahal stamp, that ought in time and with ordinary luck to develop into a useful pony.

Mr. Richardson of the 93rd Regiment secured No. 5, a flea-bitten grey that would immediately strike a judge of racing stock as being rather too light in his hind quarters to be quite all that could be wished—but then ponies race in all shapes, and this may be one of the sort that can gallop *griffins* male and shape.

Mr. S. J. Danby's drop-grey (No. 6) is big enough for anything, and will be found a rare weight carrier. A nice looking white (No. 7), with good shape, ought to do credit to Mr. Mody's pretty colours, and a hardy looking customer is the chestnut (No. 8), which fell to a confederation racing under the name of Mr. Phillip.

This chestnut has a cut on his off fore leg joint, but it is only a superficial injury that will soon heal up. If appearances may be trusted, Mr. D. Nowrojee's first investment in Subscription griffins stock appears likely to prove a profitable one. His chestnut (No. 9) is a white, a *whin* station, being destroyed very near the tail, and the attitude of the neck is so threatening that a conference was held among the foreign residents to discuss the advisability of sending to Hongkong for a gunboat.

A FAR EASTERN ROMANCE.

FRANCIS ANDREW NESBIT, a handsome young Scotchman from the "lang loon" of Kirkcaldy, employed in a well-known London commercial establishment, like many hundreds of other young fellows, similarly situated, became stage-struck, and in due course graduated on the boards as Frank Weston. He was a magis-

THE U.S.S. *Tunista* left Singapore for New York in the afternoon of the 16th inst.

THE Band will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock. The following will be the programme:—

March—"I will be true to thee".....Newcom.
Overture.....Schiller.....Suppe.
Valse.....Starmer Garter.....Strauss.
Fantasia.....Item, of Mendelssohn.....Goffrey.
Selection.....Polaris.....Bolin.
Solemnity.....Metzelski.....Bolin.

JOHN MORAY, Bandmaster.

At the Government auction of rural building sites at Magazine Gap yesterday, three of the lots put up were purchased by Mr. H. N. Mody, at what certainly seem to be high prices. No. 39, comprising 54 1/2 square feet, and with an annual Crown rent of \$200, was put up at \$1,410 and after short competition knocked down to Mr. Mody at \$5,520. The upset price on No. 66, containing 82 1/2 square feet, nearly Crown rent \$216, was \$3,880, but the same buyer had to go up to \$9,100 before the hammer fell. No. 67 also sold well; this lot, which contains 14,965 square feet and is saddled with an annual Crown rental of \$56, was valued at \$1,500, but a keen competition sent the price up to \$2,600. We have not heard for what special purposes these properties have been secured.

THE Scottish representatives scored a glorious victory in the international four-oar race for the Ladies Plate at the Shanghai Regatta on Wednesday last (Oct. 17th). Three boats came to the post, representing Germany, England, and Scotland respectively, and the event was regarded as a foregone conclusion for the Germans, who won the toss and had the inside position, the Scotch being on the outside. The English dropped away from the start and rapidly tailed off, the other two boats rowing a tremendous race all the way, Scotland just leading until a very short distance from the winning post, where the Germans drew up and for a moment showed the Scotch stroke team spurring and his crew rowing gamely, gradually went to the front and won by two lengths, their success being hailed with great enthusiasm. The following gentlemen manned the winning boat:—

1.—SCOTCH CREW.

St. Andrew's Cross. St. lbs.

Bow—W. Buchanan.....12 0

2—C. M. Adamson.....12 0

3—W. L. Muir.....11 6

Stroke—R. M. Campbell.....13 3

Cox—J. Hall.....10 3

If Mr. J. J. Dunn's Trading and Planting Company in British North Borneo has "no need of advertisement here," as stated in the correspondence column of this morning's *Daily Press*, it would be interesting to know the philanthropic motives which induced that no doubt worthy gentleman to air himself with so much ostentation in the local press. If Mr. J. J. Dunn's object was merely to give the public information regarding Borneo and its commercial prospects, we fail to see why he should have thought it necessary to "crack up" the Company of which he is Chairman, at the expense of Messrs. Abrahamson & Co.—a rival firm that did good service in the new territory before Mr. Dunn and the speculative enterprise of which he is the interested advocate were ever heard of in the Far East. We are not personally concerned either in Mr. J. J. Dunn or in his Trading and Planting Company, but as in some respects we represent the public, our interests in the success of British North Borneo are probably much greater and are certainly far more reliable than those of any unknown crowd of English speculators. Mr. Dunn was at perfect liberty to laud to the skies the remarkably "good thing" which he and his co-partners intend to do, but he certainly had no justification in running down the business of other people, and it is his conduct in this respect which we are a very serious doubt on the *bona fides* both of himself and the Company which he represents so ably and so modestly. Mr. Dunn's assertions to which exception was taken by a correspondent who is certainly a more reliable authority than the Chairman of the Borneo Trading and Planting Co., were that "Messrs. Abrahamson & Co. possess neither land nor saw-mills in British North Borneo and they are now unlikely to acquire them." There was no necessity for any such statement, and it is quite evident that it was made for the purpose of prejudicing the interests of Messrs. Abrahamson & Co. Our correspondent, who is Mr. Dunn's statement as "a direct falsehood," and we from our own knowledge, were in a position to support the contradiction. And now that Mr. Dunn has taken the trouble to justify himself, we do not hesitate to say that the statement was not only false, but it was mean and contemptible in the very highest degree. Messrs. Abrahamson & Co., as Mr. Dunn himself now concedes, hold leases over certain lands in Borneo, which have been 5,000 acres whenever they please. The fact that five thousand acres are too small for timber to be worked profitably—if it be a fact, which we gravely doubt—nothing to do with the original contention. Nobody ever said that Messrs. Abrahamson & Co. had a saw-mill in Borneo; but how does Mr. Dunn know that "they are now unlikely to acquire one?" As a matter of fact he knows nothing about the matter, and in glorifying his own "prudent foresight" and advertising the merits of an enterprise which so far has been anything but a conspicuous success, he merely "chanced" his arm. We have no doubt whatever that Messrs. Abrahamson & Co. will manage to surmount all the imaginary difficulties so laboriously detailed by Mr. J. J. Dunn, and will quite prepared to see the pioneer firm of British North Borneo existing in well deserved prosperity long after the Borneo Trading and Planting Co. has gone over to the great majority. Mr. Dunn suggests that if the shares of the East Borneo Tobacco Co. are worth 100 per cent. premium, the shares of his Company are of incalculable value, and that he means to keep them. We are certain that, so far as Hongkong is concerned, he may keep them and welcome. There is nobody here yearning to invest in the scrip of the Borneo Trading and Planting Co., the value of which has not been enhanced by the sorry exhibition the Chairman has made of himself in the *Daily Press*.

THE RIOTS IN FORMOSA.

An officer on the steamship *Thales*, which arrived yesterday from Formosa, states that there they lay at anchor, a few miles from Taiwan, rumours reached them of serious rioting, a *whin* station, being destroyed very near the tail, and the attitude of the neck is so threatening that a conference was held among the foreign residents to discuss the advisability of sending to Hongkong for a gunboat.

A FAR EASTERN ROMANCE.

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cent specimen of manhood, over six feet in height, with a fresh complexion and curling sunny hair that surmounted a head and face the gods might have envied. Frank Weston was a pretty good *jeune premier*, although nothing out of the common, but his personal attributes carried him through and he met with a considerable amount of success, especially amongst the women. After a time he won the affections of a talented and popular actress, and married her. She has been dead for years, so we withhold a name that was once honored and respected by all who knew her. After, or it may possibly have been, before, his wife's death, Weston became a rolling stone, and so "became well-known in most parts of the world, notably in Australia, India, and the United States. Some years ago, we don't exactly know how many, he turned up in San Francisco as agent for a leading circus. Amongst other artists in that mammoth establishment was a lady named Ada Templeton, who was alike famed for her equestrian abilities and her surpassing personal charms, and it was not particularly surprising that the dashing Scotchman quickly became smugly enamoured of the fair equestrienne. We are not in a position to say exactly how their courtship was wooing went along, but it appears to have been a case of Romeo and Juliet's.

Good night, good night, parting is such sweet sorrow, That I shall say good night, till it be to-morrow.

In plain English they parted, and Frank Weston some years afterwards found himself in Far Cathay as co-proprietor of Remeny's Concert Company, where he found, no doubt to his profound astonishment, Ada Templeton, charming as ever if somewhat increased in bulk, a prominent leader of that fashionable society, a section of which old women so proudly in their tea-cups designate the *demi-monde*. If we remember rightly it was Southey who wrote—

They sit who tell us love can die;
With life all o'er, or passions fly,
All others are but vanity.

At all events, after many years of separation, in which the usual trials and struggles inseparable from our voyage through this weary world were fully experienced by these two lone hearts, they met again, "twas in a crowd" as the old song has it, and that meeting led to certain romantic results, which are detailed in the succeeding chapters.

Act I.

A WEDDING.

Nesbit-Templeton.—"On Monday, August 16th, 1886, at Shanghai, by the Rev. Young J. Allen, Francis Andrew Nesbit (professionally known as Frank Weston), Manager of the Remeny's Concert Company, to Ada L. Templeton."

The above announcement appeared in the *Hongkong Telegraph* of August 21st, 1886, and it is a curious fact, worthy of being "made a note of" as Captain Cuttle would say, that the happy bridegroom quite forgot to pay the dollar which is our customary charge for domestic announcements—three births in the same family at one time taken at a reduced rate. However, as Mr. Weston overlooked a great many more important matters than his wedding notice, we need not dwell on that depressing theme. There was one important thing in the notice, by the way, which he overlooked, and that was in giving his own *alias* he omitted to state that the professional name of Miss Templeton was Jennie Grant. But to proceed with our story. The happy pair spent their *lune de miel* in Japan amidst the rose trees and the historic land of the *moosies* for which the honeymoon was altogether a dream of bliss, a spell of happiness unalloyed. On the contrary, the old love that had revived so quickly, when put to the test to be only about skin deep, Jennie found Frank *blat*; Francis found Jennie imperious, self-willed and exacting—and when both discovered that they had individually been "taken in and done for," and the treasury presented a woe-begone appearance, there were ructions 'in the camp that brought the cooling and billing to a sad and untimely end.

Hongkong was the next haven of rest for the old time lovers, and matters matrimonial rapidly went from bad to worse. A trip to Manila was

"stuns" and the fires being drowned out. The further efforts of the engineers with the donkey-boiler on deck were rendered abortive from the "list" being so great as to endanger the boiler, exploding.

6. That although the storm was of exceptional violence, the vessel would have weathered it but for the reasons adduced in par. 5, and that all hands on board appear to have done their utmost under the trying circumstances in which they were placed, the Engineers especially leaving no expedient untaken to free the boiler.

7. That no blame is attached to the Master, Officers, or crew, of the *Kildare* for the loss of the vessel, and that she was not prematurely abandoned in consequence of the action of the Master of the *Iphigenia*, who had every inducement to attempt the saving of so valuable a prize, and that he declined to hazard the lives of his crew or his vessel in what he deemed a hopeless undertaking.

8. The Court desires to record its appreciation of the praiseworthy conduct of the Commander of the German steamer *Iphigenia* in rescuing the crew of the *Kildare* and more especially of his careful treatment of the injured men.

ST. ANDREW'S SOCIETY OF SHANGHAI.

The annual meeting of the members of this Society was held on Monday night (October 15th) in the Masonic Hall, Mr. Ewen Cameron, in the chair. There were present:—Messrs. John Macgregor, R. M. Campbell, J. Ferrier, John Buchanan, Drummond Hay, (Committee); Captain McEwen, Dr. Sloan, Messrs. J. W. Macintosh, Brodie Clarke, J. B. Lamond, W. G. Gibson, D. T. Black, H. A. Macroy, Alex. Stewart, J. K. Morrison, James Hall, Alex. Robertson, R. L. Smith, F. Kennedy, J. A. Stewart, Wm. Stuart, S. McLeish, Hector Morrison, W. G. Pirie, D. Glass, and Capt. J. P. Lowe.

The Chairman, in opening the proceedings, said that he might fairly congratulate themselves upon the position of the Society. As would be seen from the Report, the number of members had increased considerably since this time last year, and they had a balance of upwards of £1,700 in the Bank. The calls upon the Society's Charity fund during the year had been neither numerous nor heavy, which was satisfactory, as showing that the number of their countrymen who were unfortunate during the past year had been comparatively few. The ball given on St. Andrew's day last year was a pronounced success, and an account of the execution of the same from a financial point of view. Though the Society was in a flourishing condition they should not be satisfied with their present success, and he trusted that the time was not far distant when the St. Andrew's Society would be able to do something more than relieve cases of casual distress amongst their countrymen.—(Applause.)

Capt. McEwen proposed, and Mr. Macintosh seconded the adoption of the report and accounts, the motion being carried unanimously.

The election of a Committee was then proceeded with, and the following gentlemen were elected to serve for the coming year:—Messrs. F. H. Bell, John Buchanan, R. M. Campbell, Brodie A. Clarke, J. Ferrier, P. V. Grant, Drummond Hay, John Macgregor, J. W. Macintosh, and G. J. Morrison.

On the motion of Mr. R. M. Campbell, seconded by Mr. Buchanan, Mr. John Macgregor was elected President (in place of Mr. Cameron whose approaching return to England precluded his election), and Mr. G. J. Morrison, Vice-President.

Mr. Macgregor, in returning thanks, referred to the difficulty which he would be placed in by having to succeed such a worthy president as Mr. Cameron, whose loss to the Society would be universally regretted.—(Applause.)

On the motion of Mr. Macgregor, seconded by Dr. Sloan, it was decided to celebrate the National festival this year by a ball as on last year, an announcement which met the fullest approbation from the meeting.

A brief discussion followed on the amount to be fixed as the subscription on that occasion, and finally on the motion of Mr. Brodie Clarke, seconded by Mr. Alex. Robertson a resolution was carried to the effect that the subscription be fixed at £10, 10s, and 5s for each guest, which it was shown would be amply sufficient to meet all expenses connected with the ball.

A hearty vote of thanks to the retiring President having been accorded on the proposition of Mr. Brodie Clarke the meeting separated.—*Courier*.

THE CHINA, TIENSIN AND KAIPING RAILWAY.

This railway, the first built by the Chinese Government, and as yet the only one, was opened last week by H.E. Li Hung-chang; this was the official opening, but the line has been worked for a considerable time on its Tang-shan branch and within the last month or two regular trains have been running upon both the Tientsin and Tang-shan branches.

The whole mileage is 861 miles, with 10 miles of siding or 28 miles from Tientsin to Tongku which lies on the bank of the Peiho opposite Taku, and 381 miles from Tongku to Tang-shan near the city of Kaiping where the Chinese Mining and Engineering Co. have their works, kilns and pits. It is difficult as yet to judge accurately the work of construction; after a year's steady working the line will speak for itself, but so far as the work can be judged at present, it is of a thoroughly reliable and satisfactory character.

The Tang-shan branch has been completed for some time and a large amount of very heavy traffic has been carried on it already; this road is therefore very compact and runs as steadily and easily in most parts as some of the best lines at home.

The Tientsin branch feels new as yet and the billast of roadstone has not yet firmly settled; the work on this branch was rather hurriedly completed so as to be in readiness for the Viceroy's projected visit; consequently it does not run by any means as smoothly as the Tang-shan branch.

The permanent way is well ballasted with broken roadstones such as is used for macadamized roads; the rails are built-headed flange fastened with claspkeys; these last are not crept as is the case with the American rails, but are laid as well in its natural state as crested-timber wood; the life of a sleeper here being quite equal to that of those used on home lines, the joints of the rails are made with the ordinary English flange fish plates, bolts and washers, there is very little tendency to slacken as the rails and washers readily "rust" to their places and hold very firmly.

The points are worked with the simple old-fashioned hand switch, a complicated system of interlocking being quite unnecessary and indeed quite unsuited for use by Chinese employees; the signalling is equally primitive, a red and a green flag being used to indicate the position of the signal.

The signal which stands outside the hut and waves its signal is just the same style as those old peasants whom we see at the little level-crossing cottages of the railways in the South of France. At important stations or sharp bends the signal flag is hoisted upon a high flag-staff.

The great part of the line is single with loops at the stations; each piece of single line being worked with a train staff.

The bridge work is especially worthy of comment and praise; near Chun-hang-chang is a very fine iron girder bridge, splendidly fitted together and so constructed that it can at any time be widened so as to admit of a double line of rails; another equally good piece of work is the girder and swing bridge across the Pichang river, a stream considerably wider than that at Chun-hang-chang; these two bridges were erected respectively by Mr. Vowls and Mr. Ricketts acting under the Engineer-in-Chief Mr. Kinder and are at once an ornament to the line and a credit to the engineers.

The trains are rather strongly made up, carrying both passengers and goods at the same time; immediately behind the engine is a long second class car partitioned down the middle and having sitting accommodation along the sides of the car and on either side of the partition; in these cars meet in the middle with baggage, fruit, fish and other merchandise of all sorts; the Chinese labourers travel in this "carrage" which is also supplied with plenty of tarpaulin to protect both passengers and freight in case of rain; next comes the 1st class car built after the model of the American cars; those on the Tientsin branch are very fine and comfortable, but those on the Tang-shan line are only temporarily in use and might well be improved and provided like the Tientsin cars with lavatory and private coupés; behind the 1st class cars come baggage wagons and trucks *ad lib.* All the carriages and trucks are connected by a fine American spring buffer and claw couplers and the whole makes a long and most imposing train.

Starting from Tientsin at 9 a.m., forty minutes' run brings you to Chun-hang-chang and forty more to Tongku, the train stopping only once on the journey; the half hour's waiting at Tongku is by no means pleasant, for though a fine hall of reception has been erected there for the Viceroy to occupy on the opening day, the station is without any proper waiting room accommodation for first class passengers who have to stand in the midst of a crowd of excited and anxious Chinese in the booking hall and to submit, as the writer did, to be questioned as to which is the proper train and to what railways are like in Europe, &c., &c. all of which may afford a good half hour's amusement for the first time, but is likely to grow wearying with repetition.

At 11 a.m. the train for Tang-shan starts; half an hour's run brings you to the Peh Tang River and the fine bridge already referred to; in a little over an hour more, passing Hankau at 6.15, you reach Lual the most important station on that part of route; here the Railway Co. have extensive buildings and some first class foreign officials' cars.

Another hour's run reaches Tong Fong, a small roadside station where half an hour more brings you to Su Ko Chi where the Company have engine sheds, repairing shops and quite a busy establishment.

In about half an hour more you come in sight of the two great hills from which Tang-shan takes its name, and by 3 o'clock you arrive at the terminus which is by far the neatest and best appointed station upon the whole line.

The whole journey of about 100 miles is completed in 5½ hours, not reckoning the half-hour's waiting at Tongku, the average speed is nearly 20 miles an hour and would be greater but for the many rather critical pieces of road where it is necessary to slacken considerably; when the ballast has been thoroughly well packed in and the line has settled a little more, the Company intend to run trains regularly at between 30 and 40 miles an hour.

The fares are very reasonable, \$1.30 covering the expense of first class accommodation for the whole journey; the line is evidently very popular and large numbers of Chinese travel by it daily, they do not seem to fear the speed and innocently remark "This compared with riding in a cart is quick" and immense quantities of goods going inland and of coals, earthenware and bricks coming to the coast are also carried daily and the line is bound to be a thoroughly good paying concern.

It does great honour to those who have worked long and hard against prejudice, opposition and physical difficulties to complete it, and one would think there should be little doubt but that its obvious usefulness will induce the powers that be to promote another line, and by the starting of a railway through Southern Chihli, Shantung and Kiangse open up the great orchard country of Shantung and develop more fully the industries of the interior.—*F. B. T.* in *N. C. Daily News*.

NOTES FROM CHINESE PAPERS.

The number of *ku-jin* degrees allotted to the natives of each Province at the triennial examinations at each Provincial capital was fixed at 98 for Szechwan, but as it has been ascertained that since the first raising of land tax there (paid per mu), the average land-revenue per annum has amounted to Ts. 600,000 (Six Million Taels) the Provincial Treasurer Sung has reported this to the Viceroy Liu Chung-liang, who has in a memorial to the Throne recommended the addition of 20 *ku-jin* degrees, both civil and military, to be competed for by the natives of this Province. This has been granted.

In seven Districts (Hsien) in the Prefecture of Kiang-ning Fu, (Nanking), the prolonged drought has caused much damage to crops and provender. In Koa-shan Hsien it is not so bad as in the other six, where the cattle's fodder gave out, and the headmen of the villages came in numbers to the city to ask for help from the officials to feed their ploughing cattle, and for a proclamation forbidding their sale to butchers. The Provincial Treasurer Hsi granted their request, and sent instructions to the Prefect and District Magistrates to permit him to publish the necessary proclamation and he also gave orders when the spring time comes, the season of turning the furrow, their strength may not be lacking to the plough.

At Li-kia Low, a place on the East side of the Tientsin River, three obstructive individuals named How, Li and Ching, who were engaged in the direct trade to be followed by the railway, and have several buildings standing on them, refused to accept the ample compensation offered to them by the company, and allow the line to go through their ground. The case was argued before the District magistrate, who endeavoured to induce them to accept a reasonable offer, but in vain, and then referred the matter to the Taotai. The Taotai deputed an expectant examiner of the salt Department, Mr. Chen, to visit the spot and hold an inspection. The Deputy sent for Messrs. How, Li and Ching, and severely admonished them, but they still stuck out for their supposed right to impede the progress of this important public work, and would not yield their land. The Deputy on the spot ordered one hundred blows of the bamboo to be given to Ching, who was then put in a cage, and allowed three days to come to terms and clear out; failing which, he should receive another severe punishment. How and Li, seeing how it had gone with their fellow-obstructive, bowed their heads, accepted the Magistrate's decision, took delivery of the compensation money, and yielded the right of way.

WUHU.

Wuhu, about half way between Chinkiang and Kiuikiang, seems to be one of the pleasantest spots on the Yangtze. It is not crowded in amongst Chinese houses but lies amongst hills, and is exceptionally rich in Pagodas, but in the China town, just where a wide creek crowded with boats diverges from the main river, being one of the grandest and most ancient looking I have seen. The European community is small, one man single-handed representing the Merchant Princes of China. The Consul's house stands upon a hill with a fine view, the Commissioner's house on a still higher hill with a finer view; the Missionaries have withdrawn themselves to a distance of several miles, where their beautiful looking houses, well situated on a hill overlooking the river, and surrounded by unimpaired country, elicit many expressions of envy from merchant-captains and other visitors. Next to the Consul's house is a School, and the education of the young is probably the most satisfactory form of Missionary work. The Jesuits are building themselves what looks like a colossal building alongside its Chinese neighbours in the China town, to serve as a house of rest for those of their order all through the two provinces.

In the lotus flowering season Wuhu must be a thing of beauty, for all around there are large lake-like ponds with firm blue-green platter-like leaves rising out of them, not lying on the lotus like our own waterlilies. And it is between lotus covered ponds and avenues of tall, stately sunflowers that the little European community goes to and fro to the lawn tennis ground upon the plains. These accustomed to China can fill up the lotus ponds with tall and small, which make what might be so charmingly romantic distastefully Zolneque.

Wuhu China-town did not appear particularly interesting, but lovely silk stuffs are to be had there, and huge skeins of floss silk in various exquisite hues, or dyed to order, at fabulously low prices. And in the country round there are many objects of interest. One day we went to the Chin Shan, or Golden Mountain. In one place the creek along which we sailed was full of little corranor boats. These uncouth looking birds seem to drive the fish along, much as we drive pheasants at home, before they get to their traps. We landed at a sort of little keepers. We landed at a sort of little keepers. We landed at a sort of little keepers.

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The lanterns were mostly red, but there were occasionally others more elaborate; the effect was very pretty even by day, and would be still prettier by night. Every now and then in the middle of the narrow street were stood a sort of altars with candles and artificial flowers, and at all the doors and at all the windows were all the inhabitants of the village in their gala clothes, silently waiting there to see us pass by. I never saw such a complete turn out of a village. As we passed by numbers of men and boys fell out and followed us. We passed by large lotus ponds and temples, whose admirable proportions and air of utter desolation much tempted me to pass. But evening was drawing on, and many hundreds were now following us. It seemed more convenient to enter our boat and push off, looking out for long legged clear coloured cranes, and fire flies, which when they flew on board our boat turned out to be fat luminous beetles.

And now the pleasant week has come to an end, and the water of the Yangtze flows yellow brown, as we pass by fields of millet and sorghum, quiet farmsteads shut in by trees, temples, with fire carved roofs, distant blue mountains, and creeks full of boats leading up to them. Here is a town, ignorant altogether of the realities below, which make life worth living to the people we pass by, going about our own business, and wholly preoccupied by it, as they are by theirs.—*N. C. Daily News*.

TIENSIN.

We hear it is proposed, provided a guarantee is given to take a fixed quantity annually, to manufacture patent fuel at Tongshan, or blocks for use of the Pei-yang Squadron. Coal of the proper kind and coal tar can be had in abundance, and the block fuel made therefrom is highly advantageous for naval use, as it stows well in bunkers, or on deck when extra supplies are carried.

On the 9th inst. the Tonsan colliery (better known as Kaiping), between the hours of 2.40 p.m. to 5.35 p.m., drew from No. 1 and No. 2 shafts 393 tons of coal (2.24 tons per minute), and was, if necessary, able to keep the same rate of delivery for five hours. Very few, if any, English or French or Belgian collieries, remarks our Northern contemporary, can beat this.

Residents notice that as the foreign population increases in this microcosm called Tientsin the markets for provisions are in many respects better supplied than before, but that, also, quality is worse than formerly as regards some articles. The beef is more frequently than not supplied by the muscular, lean, and flavourless labouring ox after he has lived a long, busy, and hard life, and the mutton now sent to our tables is lean, scraggy, stringy, poor meat, without succulence or much nutrition in it. The sheep that provide it come from Mongolia. They tramp the dusty roads for some weeks, it may be, and then are slaughtered on arrival. Now the railway connects with Kaiping, where sheep are numerous and in good condition, it would be well if we could draw our supplies from that place.—*Chinese Times*.

Today's Advertisements.

FOR SINGAPORE.

THE Steamship

"DEUTEROS," Captain Iweren, will be despatched as above on THURSDAY, the 25th inst., at 4 P.M.

For Freight or Passage, apply to AH YON & Co.

Hongkong, 23rd October, 1888. [1067]

"WITH PROFITS" POLICIES

IN THE

STANDARD LIFE OFFICE

TAKEN OUT BEFORE 15TH NOVEMBER NEXT,

will rank for two years Bonus at the next

DIVISION OF PROFITS.

Proposal Forms and Tables of Rates on application.

THE BORNEO Co., Ltd.,

Agents.

Hongkong, 23rd October, 1888. [659]

SPECIAL NOTICE.

SUBSCRIBERS who wish the Mail Edition of "THE HONGKONG TELEGRAPH" posted to their friends in Europe, America, the Australian Colonies, &c., can have their copies sent direct from this Office without extra charge (excepting postage) by sending address.

The Mail Supplement of *The Hongkong Telegraph* is supplied to Subscribers gratis.

Hongkong, 19th August, 1888.

Masonic.

CATHAY CHAPTER,

No. 1165.

A REGULAR CONVOCATION of the Chapter will be held in FREEMASONS' HALL, Zealand Street, on THURSDAY, the 25th inst., at 8.30 for 9 P.M. precisely.

Hongkong, 20th October, 1888. [1063]

ROTHEN-MARK LODGE

OF HONGKONG, No. 204.

A REGULAR MEETING of the above Lodge will be held in FREEMASONS' HALL, Zealand Street, on FRIDAY, the 26th inst., at 8.30 for 9 P.M. precisely.

Hongkong, 20th October, 1888. [1064]

Intimations.

THE

LONDON ASSURANCE CORPORATION,

INCORPORATED BY ROYAL CHARTER, A.D. 1720.

THE Undersigned having been appointed Agents for the MARINE DEPARTMENT, are prepared to issue POLICIES OF INSURANCE AT CURRENT RATES, payable either here or in London, and/or the principal Eastern and Australian Ports.

ARNHOLD, KARBERG & Co., Agents, For the London Assurance Corporation, Marine Branch.

Hongkong, 20th October, 1888. [1061]

NOTICE.

THE "PEIHO TUG AND LIGHTER COMPANY"

ARE still prepared to Lighter Ships or Steamers at the TAKU BAR, for Three Dollar Cents (30c) per picul.

Owners or Agents of Steamers or Vessels are requested to notify the Undersigned by telegram or otherwise, the date of departure of their vessels, so as to enable him to do the work quickly.

Unnotified work at the Bar will be done at the current rates of Five Cents per Picul (5c).

JAMES WATTS, Manager.

Messrs. WILSON & Co., Agents, Tientsin.

Taku, 13th October, 1888. [1066]

CANTON INSURANCE OFFICE,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12 O'CLOCK (NOON), on SATURDAY, the 27th October instant.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th inst., both days inclusive.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 8th October, 1888. [1069]

PROSPECTUS.

SINGAPORE HOTEL COMPANY,

LIMITED.

INCORPORATED UNDER THE "INDIAN COMPANIES" ACT, 1866.

CAPITAL: \$750,000 (with power to increase), divided into 7500 shares of \$100 each, payable as follows:—

\$20 on APPLICATION, \$20 on ALLOTMENT, Further Calls not exceeding \$20 each, to be made at intervals of not less than three months.

(It is not expected that more than \$55 per share will be called up before the end of 1889.)

If no allotment be made, the deposit will be returned in full.

Share Lists will CLOSE on 14th November, 1888.

DIRECTORS: WILLIAM ADAMSON, ESQ. (Messrs. GILFILLAN WOOD & Co.)

ANDREW CURRIE, ESQ. (The BORNEO COMPANY, LIMITED)

WILLIAM DOUGAL, ESQ. (Manager, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA)

HONBLE J. FINLAYSON, M.L.C. (Messrs. BOUSTEAD & Co.)

J. P. WADE GARDNER, ESQ. (Manager, HONGKONG & SHANGHAI BANKING CORPORATION)

HON. H. V. GEIGER, M.L.C. (Agent, PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.)

W. E. HOOPER, ESQ. (Messrs. A. L. JOHNSTON & Co.)

O. MUHY, ESQ. (Messrs. BEHN, MEYER & Co.)

THOS. SCOTT, ESQ. (Messrs. GUTHRIE & Co.)

TH. SOHST, ESQ. (Messrs. PUTTFARCKEN & Co.)

C. STRINGER, ESQ. (Messrs. PATTERSON, SIMONS & Co.)

BANKERS: CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA

HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS: MESSRS. DONALDSON & BURKINSHAW.

SECRETARY (pro. tem.) JAMES KERR, ESQ.

HEAD OFFICE: SINGAPORE.

THIS COMPANY has been formed for the purpose of supplying the want which has been felt for many years past of a well-planned and well-fitted modern hotel of sufficient dimensions to accommodate the large and constantly growing passenger traffic through Singapore, as well as supply the great demand for temporary or permanent residential chambers.

Singapore is the chief town of the British Crown Colony of the Straits Settlements, and is a leading place of call and coaling port on the great steam lines of communication with the Far East. It is moreover the centre of an extensive trade with India, China, the Dutch Indies, the Philippines, Siam, and other countries.

The present hotel accommodations in Singapore is quite inadequate, and it is proposed to acquire the site now partly occupied by the Hotel de EUROPE, and build thereon a hotel of much larger dimensions, and greatly improved construction and arrangement. Fully detailed plans have been prepared and the engagement of a first-class Manager is already secured.

Prospectus and Forms of Application may be had at any of the Agencies of the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION and the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, or at Messrs. McCulloch.

A certain number of Shares will be reserved for the Directors for Allotment to Hongkong Applicants.

Applicants for Shares will have to pay 10 per cent. extra for the difference in Exchange between this Port and Singapore.

Hongkong, 16th October, 1888. [1065]

Intimations.

HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING of the above CLUB, will be held in the GYMNASIUM of the VICTORIA RECREATION CLUB, on FRIDAY NEXT, the 26th instant, at 6 P.M. Gentlemen who take an interest in FOOTBALL or who wish to become Members of the Club are invited to attend.

W. H. WALLACE, Hon. Sec.

Hongkong, 20th October, 1888. [1062]

NOTICE.

THE MASONIC CLUB, LIMITED.

THE CERTIFICATE dated 9th August, 1886, of the Shares No. 221/270 in this Club, standing in the name of Mr. J. S. WYLLIE has been LOST, and if at the expiration of One Week from the date hereof the above document be not forthcoming another Certificate will

Commercial.

TO-DAY.

THE SHARE MARKET.

Business still continues very quiet, and as a consequence most of the leading stocks are rather weaker than when we last wrote. A few Docks changed hands this forenoon at 34 per cent. premium, and there are further buyers at that quotation. Steamboats have been done for the end of the month at 218, and for cash at 217, and there are sellers at these rates. China Sugars are weak at 184, and Luzons are on offer at 78. Other quotations speak for themselves.

5 o'clock.

A few small sales of Banks at 150 were booked this afternoon, and at this rate additional shares could be obtained. Steamboats have again been done at 218 for the end of the month and also, to a small extent, at 221 for January. China Sugars and the Tonquin Coal Co.'s shares have been placed at subjoined quotations. Nothing else requires special mention.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—150 per cent. premium, sales and buyers.
Union Insurance Society of Canton—\$85 per share, ex div. buyers.
China Traders' Insurance Company—\$68 per share, buyers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—\$98 per share, buyers.
Yangtze Insurance Association—Tls. 95 per share, sellers.
Chinese Insurance Company—\$165 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—\$335 per share, sellers.
China Fire Insurance Company—\$74 per share, sellers.
Hongkong and Whampoa Dock Company, 34 per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$218 per share, sellers.
China and Manila Steam Ship Company—\$115 per share, sellers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$165 per share, sellers.
Indo-China Steam Navigation Company, Limited—17 per cent. div. sellers.
Douglas Steamship Company—\$53 per share, sellers.
China Sugar Refining Company, Limited—\$184 per share, sales and buyers.
Luzon Sugar Refining Company, Limited—\$78 per share, buyers.
Hongkong Ice Company—\$80 per share, buyers.
Hongkong and China Bakery Company, Limited—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$134 per share, buyers.
A. S. Watson & Co., Limited—100 per cent. premium, sellers.
Chinese Imperial Loan of 1884—B—3 per cent. premium, buyers.
Chinese Imperial Loan of 1884—C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886—E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—\$75 per share, sellers.
Perak Tin Mining and Smelting Company—\$5 per share, nominal.
Punjom and Sunghie Dun Samantan Mining Co.—\$104 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—60 per cent. premium, buyers.
Tonquin Coal Mining Co.—70 per cent. premium, sales and buyers.
The Hongkong High-Level Tramway Co., Limited—25 per cent. premium, buyers.
The East Borneo Planting Co., Limited—\$48 per share, sellers.
Crucikbank & Co., Ltd.—\$50 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/8
Bank Bills, on demand 3/8
Bank Bills, at 30 days' sight 3/11
Bank Bills, at 4 months' sight 3/11
Credits at 4 months' sight 3/11
Documentary Bills, at 4 months' sight 3/11
ON PARIS—Bank, T. T. 5/11
Bank Bills, on demand 5/11
Credits, at 4 months' sight 3/8
ON INDIA, T. T. 2/3
On Demand 2/3
ON SHANGHAI—Bank, T. T. 72 1/2
Private, 30 days' sight 73

EXPORT CARGOES.

Per *Oceanic*, str. for Yokohama—10,900 bags Sugar and 588 packages Merchandise.
Per *San Francisco*, str. for Yokohama—10,900 bags Sugar and 588 packages Merchandise.
Per *San Francisco*, str. for Yokohama—10,900 bags Sugar and 588 packages Merchandise.
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Per *San Francisco*, str. for Yokohama—10,900 bags Sugar and 588 packages Merchandise.

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul.....\$645
OLD MALWA, per picul.....\$650
NEW PATNA, (without choice) per chest.....\$555
NEW PATNA, (first choice) per chest.....\$557 1/2
NEW PATNA, (bottom) per chest.....\$557 1/2
NEW PATNA, (second choice) per chest.....\$557 1/2
NEW BENARES, (without choice) per chest.....\$557 1/2
NEW BENARES, (bottom) per chest.....\$557 1/2
OLD BENARES, per chest.....\$550
OLD BENARES, (bottom) per chest.....\$550
OLD PERSIAN (best quality) per picul.....\$630
OLD PERSIAN (second quality) per picul.....\$630

HONGKONG TEMPERATURE.

(From Messrs. Palmer & Co.'s Register.)
To-day.
Barometer—59.1
Thermometer—60.1
Wind—S.W.
Direction—S.W.
Force—1.5
Rain—0.0
Clouds—0.0
Sun—0.0
Moon—0.0
Tide—0.0
Direction—S.W.
Force—1.5
Rain—0.0
Clouds—0.0
Sun—0.0
Moon—0.0
Tide—0.0

CHINA COAST METEOROLOGICAL REGISTER.

22nd October, 1888.—At 4 p.m.

STATION	Latitude	Longitude	Barometer	Thermometer	Wind	Direction	Force	Rain	Clouds	Sun	Moon	Tide
Wanchow	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Tsien	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Wanchow	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Tsien	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Wanchow	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Tsien	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Wanchow	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Tsien	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Wanchow	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Tsien	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0

23rd October, 1888.—At 10 a.m.

STATION	Latitude	Longitude	Barometer	Thermometer	Wind	Direction	Force	Rain	Clouds	Sun	Moon	Tide
Wanchow	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Tsien	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Wanchow	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Tsien	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Wanchow	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Tsien	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Wanchow	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Tsien	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Wanchow	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0
Tsien	22° 45'	113° 30'	30.04	68	W	1	0	0	0	0	0	0

The barometer has risen and gradients are steep for north winds. The weather is clear, cool, and rather dry. The thermometer is at 68° in shade, 70° in sun, 65° at 10 a.m. The wind is from the west, force 1. The rain is 0.0. The clouds are 0.0. The sun is 0.0. The moon is 0.0. The tide is 0.0.

Hongkong Observatory, 23rd October, 1888.

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. Co.'s steamer *Anadyr*, with the French mail of 22nd ultimo, left Saigon on the 22nd instant, and is expected here on or about the 25th.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Gaelic*, with the American mail of 20th ultimo, will leave Yokohama for this port on the 24th instant, and may be expected here on or about the 30th.

THE INDIAN MAIL.

The Indo-China S. N. Co.'s steamer *Taisang*, from Calcutta, left Singapore on the 20th instant for this port, and is expected here on the 26th.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Palamed*, from Liverpool, left Singapore on the 17th inst., and is expected here on the 24th.

The P. & O. S. N. Co.'s steamer *Decan*, from Bombay, left Singapore for this port on Sunday, the 21st instant, at 5 p.m., and is due here on the 27th.

The 'Glen' line steamer *Glenishiel*, from New York, left Singapore on the 22nd instant, and is expected here on the 28th.

Shipping.

ARRIVALS.

GLENORCHY, British steamer, 1,821, F. Gedy, 22nd Oct.—London 8th Sept., and Singapore 16th Oct., General—Jardine, Matheson & Co.
HAITAN, British steamer, 1,182, S. Ashton, 23rd Oct.—Fochow 19th Oct., Amoy 21st, and Swatow 22nd, General—D. Lapraik & Co.
LAERTES, British steamer, 1,391, R. F. Scale, 23rd Oct.—Glasgow 1st Sept., Liverpool 8th, and Singapore 16th Oct., General—Butterfield & Swire.
THYRA, German steamer, 66, E. Jacobsen, 23rd Oct.—Whampoa 23rd Oct., General—Ed. Schellhass & Co.
AMOV, German steamer, 873, R. Kohler, 23rd Oct.—Shanghai 20th October, General—Siemssen & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Diamond, British steamer, for Amoy, &c.
Nerbuda, British steamer, for Amoy.
Triumph, German steamer, for Hoihow, &c.
Thilo, German steamer, for Saigon.
Thyra, German steamer, for Newchwang.
Arraton, British steamer, for Singapore, &c.
Thales, British steamer, for Swatow, &c.

DEPARTURES.

October 22, *Hever*, German str., for Whampoa.
October 23, *Clara*, German steamer, for Halphong.
October 23, *Kwangle*, Chinese steamer, for Whampoa.
October 23, *Arraton*, British str., for Singapore, &c.
October 23, *Tachlow*, British steamer, for Bangkok.
October 23, *Diamante*, British str., for Amoy.
October 23, *Niobe*, British str., for Yokohama.

PASSENGERS—ARRIVED.

Per *Florian*, str. from Fochow, Amoy, &c.—Mr. and Mrs. Fairhurst, Rev. T. Eubrick, Messrs. Dodd, Goblowski, and 3 Chinese (cabin), and 184 Chinese (deck).
Per *Laertes*, str. from Glasgow, &c.—Mr. Bigmore, and 201 Chinese.
Per *Glenorchy*, str. from Singapore, &c.—Miss Auten, and 30 Chinese.
Per *Amoy*, str. from Shanghai—2 Europeans and 30 Chinese.

DEPARTED.

Per *Clara*, str. for Halphong.—12 Chinese.
Per *Niobe*, str. for Yokohama.—1 European.
Per *Tachlow*, str. for Bangkok.—19 Chinese.
Per *Diamante*, str. for Amoy.—150 Chinese.
Per *Arraton*, str. for Singapore.—Mrs. Chun Pin Yung and son, Mrs. Wang Ho, Mrs. Chan Mei Ho, and 62 Chinese. For Calcutta—Mrs. J. E. Deadagh and servant, Messrs. E. J. Elias and F. W. Barff.

TO DEPART.

Per *Nerbuda*, str. for Amoy.—142 Chinese.
Per *Triumph*, str. for Hoihow, &c.—50 Chinese.
Per *Triton*, str. for Saigon.—170 Chinese.
Per *Thyra*, str. for Newchwang.—5 Chinese.
Per *Thilo*, str. for Swatow.—Rev. and Mrs. R. Kutter, Mr. S. F. Berkeley, For Coast Ports, 150 Chinese.
Per *Florian*, str. from Hongkong for Singapore.—Captain Fletcher, R.A. and native servant, Colonel Craster, R.A. and native servant, and Messrs. Cheung Kee and child, and See Lok. For Penang.—Mr. and Mrs. Kee Tak Kow and 2 native servants, Mr. Wan Sin Cheung and servant. For Bombay.—Messrs. R. J. Duff, R. Johnston, Bomanjee, and N. K. Antia. For London.—Mrs. Cousins. From Shanghai for Penang.—Mrs. J. Mendyes. From London.—Rev. F. B. Turner and W. W. King. From Yokohama for Port Said.—Mrs. Hollingsworth. For London.—Mr. Home. From Hoihow for Port Said.—Mr. Frost.

REPORTS.

The British steamship *Glenorchy* reports that she left London on the 8th ultimo, and Singapore on the 16th instant. Had calm and fine weather to the Paracels; thence to port, moderate gale and heavy north-east sea.

The British steamship *Laertes* reports that she left Glasgow on the 1st ultimo, Liverpool on the 8th, and Singapore on the 16th instant. From Singapore to Paracels had light airs and calm; thence to port had strong monsoon and high sea. On the 19th instant, passed the bark *Clarissa B. Carver*, in lat. 11° 37' north and long. 111° 32' east.

The British steamship *Italian* reports that she left Fochow on the 10th instant at 8 a.m. for Amoy. Had strong north-east wind and heavy sea. Left Amoy on the 21st. From Amoy to Swatow had similar weather. Left Swatow on the 22nd. From Swatow to Hongkong had strong north-east breeze and fine clear weather with sea rather rough. In Amoy, the steamships *Chingtau*, *Formosa*, *Dafin*, and *Cheung-chew*. In Swatow, the steamships *Anton*, *Haiphong*, and *Hoihow*.

Post Office.

A MAIL WILL CLOSE

For Europe, &c., India, via Bombay.—Per *Hydaspes*, to-morrow, the 24th instant, at 11.00 A.M.
For Singapore, Java, Port Darwin, Sydney, and Melbourne.—Per *Glenorchy*, on Thursday, the 25th instant, at 3.30 P.M.
For Yokohama and San Francisco.—Per *City of Rio de Janeiro*, on Saturday, the 27th instant, at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ALBANY, British steamer, 2,660, E. Porter, 14th Oct.—Vancouver 14th Sept., Yokohama 4th Oct., Kobe 7th, and Shanghai 11th, General—Adamson, Bell & Co.
ANCONA, British steamer, 3,142, W. J. Webber, 21st Oct.—Yokohama 15th Oct., Mails and General—P. & O. S. N. Co.
APENRADE, German steamer, 1,476, Hohlmann, 15th Oct.—Kobe 8th October, Coals.—Geo. R. Stevens & Co.

CITY OF RIO DE JANEIRO, American steamer, 1,548, Wm. Ward, 15th Oct.—San Francisco 19th Sept., and Yokohama 10th Oct., Mails and General—P. M. S. S. Co.
CAUSADER, British steamer, 671, Ogston, 25th Sept.—Manila 22nd Sept., General—Soey Sing.

FALKENBURG, German steamer, 989, H. Bantels, 11th Oct.—Saigon 24th Sept., Rice.—Melchers & Co.
FAME, British steamer, 117, A. Stopani—Hongkong and Whampoa Dock Co.

FOOKANG, British steamer, 999, Sawyer, 12th Oct.—Whampoa 12th October, General—Jardine, Matheson & Co.
FREE, Danish steamer, 397, C. A. Lund, 20th Oct.—Haiphong 18th Oct., General—Arnold, Karberg & Co.

GHAEZE, British steamer, 1,764, Scotland, 16th Oct.—Java, via Singapore, 23rd Sept., Sugar.—Jardine, Matheson & Co.
HYDASPES, British steamer, 1,899, W. E. Thompson, 22nd Oct.—Shanghai 20th Oct., Mails and General—P. & O. S. N. Co.

KOBE MARU, Japanese steamer, 2,700, E. W. Haswell, 21st October—Glasgow 14th Sept., and Singapore 15th Oct., General—Mitsui Bishi Co.

MELITA, German steamer, 339, H. Morek, 20th Oct.—Hoihow 19th October, General—Wieler & Co.
NAMO, British steamer, 865, T. G. Pocock, 17th Oct.—Fochow 14th October, Amoy 15th, and Swatow 16th, General—D. Lapraik & Co.

NEKRUDE, British steamer, 1,948, Thos. E. Gillett, 18th Oct.—Batavia and Coast Ports, 6th October, General—Jardine, Matheson & Co.
PHRA CHOM KLAO, British steamer, 1,011, Jas. Fowler, 19th October—Bangkok 13th Oct., General—Yuen Fat Hong.

PHUQUOC, French steamer, 183, Robins, 11th Oct.—Macao 11th October, Ballast—Wing Tai.
PILOT FISH, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.

THALES, British steamer, 820, Hunter, 21st Oct.—Taiwan 18th October, Amoy 19th, and Swatow 20th, General—D. Lapraik & Co.
TRITOS, German steamer, 1,142, A. Bleicken, 18th Oct.—Saigon 13th October, Rice.—Ed. Schellhass & Co.

TRIUMPH, German steamer, 674, P. Moos, 21st Oct.—Fakhol 18th October, and Hoihow 20th October and Figs.—Wieler & Co.
VISAYAS, Spanish steamer, 406, J. de Ajobita, 8th Oct.—Manila, via Amoy 4th October, General—Ban Ho.

SAILING VESSELS.

ADOLPH, German bark, 867, E. Westergaard, 5th August—Hamburg 19th April, General—Order.
CARRIER DOVE, British bark, 1,265, A. Forsyth, 7th Oct.—Kobe 16th September, General—Order.

DIANE, Norwegian bark, 754, J. Petersen, 2nd Oct.—Sourabaya 23rd August, Sugar.—Order.
ERIKONEN, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island—Chinese Customs.

FIGARO, German bark, 1,006, G. Heinzel, 6th October—Singapore 12th Sept., Timber.—Melchers & Co.
FOODON, Siamese brig, 300, O. C. S. Schmiegelow, 11th Oct.—Bangkok 13th Sept., Timber.—Chinese.

GOV. GOODWIN, American ship, 1,459, S. Pray, 1st Oct.—Kobe 20th Sept., Coal.—Adamson, Bell & Co.
GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 18th Sept.—San Francisco 28th July, Flour.—Russell & Co.

HATTIE E. TAPLEY, British bark, 907, J. McCann, 5th Sept.—Sandakan 15th August, Timber.—Gibb, Livingston & Co.
HAI-KUANG, British bark, 320, T. C. Thomsen, 4th Sept.—Bangkok 13th August, Rice and General—Kong Tong Tai.

HONOLULU, British ship, 1,599, Leavy, 2nd Oct.—Shanghai 24th Sept., Ballast—Melchers & Co.
H. PRINZENBERG, German bark, 553, H. Ahrens, 21st Oct.—Honolulu 31st August, Ballast.—Melchers & Co.

ITON, French bark, 542, Beguyer, 10th October—London 20th May, General.—Melchers & Co.
JOHN MCLEOD, British ship, 1,500, J. B. Stuart, 21st Sept.—Hamburg 20th May, General.—Siemssen & Co.

JOHN M. BLAISE, British ship, 1,778, D. F. Faulkner, 8th Oct.—New York 25th June, Kerosene Oil.—Order.
LEADING WIND, American ship, 1,150, F. M. Hinkley, 9th October—New York 16th May, Kerosene Oil.—Russell & Co.

MARY L. STONE, American ship, 1,420, Carver, 13th Oct.—Shanghai 20th Oct., General.—Pocock & Co.
MONTANA, German schooner, 75, Otto Kessler, 21st Oct.—Yap (Caroline Island), 3rd Oct., General.—Siemssen & Co.

NAUTICA, British ship, 1,599, Lovitt, 4th Oct.—Philadelphia, 12th May, Kerosene Oil.—Maister.
P. N. BLANCHARD, American ship, 1,267, M. W. Blanchard, 25th Sept.—Hirogo (Japan) 5th Sept., General.—Siemssen & Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Palamed	Liverpool	October 23rd	Butterfield & Swire.
Anadyr	Marselles	October 25th	Messageries Maritimes.
Taisang	Calcutta	October 26th	Jardine, Matheson & Co.
Decan	Bombay	October 27th	P. & O. S. N. Co.
Glenishiel	New York	October 28th	Jardine, Matheson & Co.
Gaelic	San Francisco	October 30th	O. & O. S. S. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Hydaspes	P. & O. S. N. Co.	To-morrow, at noon.
London, via Suez Canal	Ningchow	Arnhold, Karberg & Co.	About Oct. 27th.
London, via Suez Canal	Nestor	Butterfield & Swire	October 25th.
London, via Suez Canal	Hector	Butterfield & Swire	October 25th.
Marselles, via Saigon, &c.	Djemnah	Messageries Maritimes.	Oct. 31st, at noon.
Bremen, & Ports of Call.	Neckar	Melchers & Co.	Oct. 28th, at 10 a.m.
New York, via Suez Canal	Spindrift	Russell & Co.	About Oct. 27th.
San Francisco, via Yama	City of Rio de Janeiro	Pacific Mail S. S. Co.	Oct. 27th, at 3 p.m.
San Francisco, via Yama	Gaelic	O. & O. S. S. Co.	Nov. 7th, at 3 p.m.
Amoy, B.C., via K. & C.	Albany	Adamson, Bell & Co.	Oct. 25th, at 3 p.m.
Singapore, via Nankai, &c.	Ghazee	Gibb, Livingston & Co.	About Oct. 26th.
Yokohama, via Nankai, &c.	Deuteros	Ab Yon & Co.	Oct. 25th, at 4 p.m.
Nagasaki, Kobe, &c.	Ancona	P. & O. S. N. Co.	Oct. 28th, daylight.
Shanghai, Kobe, &c.	Anadyr	Butterfield & Swire	October 26th.
Shanghai, via Amoy	Palamed	Messageries Maritimes	About Oct. 24th.
Shanghai	Ravenna	Butterfield & Swire	October 25th.
Coast Ports	Thales	P. & O. S. N. Co.	Quick despatch.
		Douglas Lapraik & Co.	To-morrow, daylight.

Intimations.

W. POWELL & CO.

HAVE JUST RECEIVED,

A NEW STOCK OF